

## NEW ORLEANS.

**P. S. DuSOUCHET & CO.,**  
General Commission and Forwarding  
**MERCHANTS,**  
No. 33 Poydras Street,  
NEW ORLEANS, LA.

All kinds of Western and Southern Produce, Consignments and Orders solicited. dec15dtf.

**G. G. CAMPBELL, R. F. GLOVER,**  
**GEO. G. CAMPBELL & CO.,**  
Commission Merchants,  
No. 59 Poydras Street,  
NEW ORLEANS.

REFERENCES.  
Cox & Humphrey, Evansville, Ind.  
Terry & Smith, Louisville, Ky.  
City National Bank, New Orleans.  
dec15dtm.

**P. G. O'Riley,**  
General Commission Produce and Forwarding  
**MERCHANT,**  
Corner Poydras and New Levee Sts.,  
NEW ORLEANS, LA.  
Reference the Great West. dec15dtf.

**SAM. H. KENNEDY, JULIUS VAININ,**  
PAUL E. MORTIMER,  
**S. H. KENNEDY & CO.,**  
Commission Merchants,  
Receivers of Pork, Bacon, Flour, Rope and all kinds of Produce.  
55 & 57 Poydras Street, New Orleans.  
dec15dtf.

**R. S. HOWARD, H. D. BARRETT, NEW ORLEANS,**  
W. R. J. BROWN, New York.  
CATLIN PIERSON, Hattiesburg, Miss.  
GEO. E. PIERSON, Evansville, Ind.  
WM. H. WILLIAMS, Calhoun, Ky.  
**HOWARD, PRESTONS & BARRETT**  
Cotton and Tobacco Factors  
168 Common Street, New Orleans, La.  
dec15dtf.

**COMMISSION MERCHANTS**  
Geo. W. Rathbone, President Evansville National Bank.  
Preston Brothers, Evansville, Ind.  
James Robb, Esq., President Louisiana National Bank, New Orleans.  
C. P. Norris, Esq., Cashier First National Bank, Memphis.  
G. R. Butler, Esq., President Tennessee National Bank, Memphis.  
Maj. J. J. Murphy, President Memphis Insurance Company. dec15dtf.

**Speed, Summers & Co.,**  
Cotton and Tobacco Factors,  
GENERAL COMMISSION MERCHANTS  
—AND—  
COMMERCIAL AGENTS.  
Office—No. 59 Poydras street,  
NEW ORLEANS, LA.

Carleton, Foutte & Co., New York.  
Speed, Donohoe & Co., Memphis, Tenn.  
Cazart, Stockard & Co., Mobile, Ala.  
dec15dtf.

**DAN. AIKEN, A. E. SHARP, R. W. HARPER,**  
**DAN. AIKEN & CO.,**  
General Commission Merchants,  
112 Poydras street, New Orleans, La.  
nov12dtf.

**S. M. BARTON & CO.,**  
Commission Merchants  
17 Tchoupitoulas Street,  
NEW ORLEANS, LA.

H. FAIRCHILD, J. W. BINGHAM,  
**FAIRCHILD & BINGHAM,**  
Commission Merchants  
81 Magazine Street,  
NEW ORLEANS.

**MEMPHIS CARDS.**  
**H. McDONOUGH & CO.,**  
Wholesale Produce and Commission  
**MERCHANTS,**  
No. 298 1-2 Front Street,  
MEMPHIS, TENN.

**COMER & RICHARDSON,**  
Cotton Factors,  
Orange, Commission and Forwarding  
**MERCHANTS,**  
Clinton Street,  
MEMPHIS, TENN.

REFERENCES.  
Jas. Northrop & Co., Memphis; Foster & Co., Cincinnati; Jas. Viba & Co., Boston; C. Feunby, St. Louis; J. B. Kildand, St. Paul; Talmadge & Co., New York.  
dec15dtm.

**GRAMMER & CO.,**  
Commission Merchants  
and Dealers in  
Feed and all Western Produce,  
No. 355 Front Street,  
MEMPHIS, TENN.

References: F. H. Ehrman & Co.; Cox & Humphrey.  
Prompt attention paid to all business entrusted to us. Orders solicited. Liberal prices made on consignments. dec15dtf.

**HOUSEKEEPER'S EMPORIUM,**  
**Book & Healy,**  
Dealers in Choice Staple and Fancy Groceries, Fine Teas and Coffees, No. 76 Main St., Evansville, Ind. dec15dtm.

## STEAMBOATS.

**Independent Low Pressure Packet**  
**QUICKSTEP,**  
H. T. DEXTER, Master,  
Leaves Evansville for Cairo every TUESDAY and FRIDAY at 2:30 p.m.

Stopping at all Way Landings.  
The **QUICKSTEP** is an entirely new Low Pressure Packet.  
The only one in the West, combining entire safety from Explosion, with great Speed and Comfort.  
Particular attention given to way business and the filling of orders.

**THE QUICKSTEP**  
connects at Cairo with Railroads and Packets, both North and South; at Evansville North and East, and at Paducah with Packets for the Tennessee and Cumberland Rivers.

**Regular Evansville and Nashville Packet.**  
The elegant Light-Draught Steamer  
**CHATTANOOGA,**  
HENRY SCOTT, Master;  
BOB FERGUSON, Clerk,  
Will run as a regular packet from Evansville to Nashville, making all way landings.  
For freight or passage apply on board, or to HUSTON & CO., Agents.  
dec15dtf.

**United States Mail**  
—AND—  
**ADAMS EXPRESS CO.'S**  
**PACKETS.**

**THE EVANSVILLE AND CAIRO MAIL PACKET COMPANY**  
PANY will henceforth run their elegant Steamers, carrying the Adams Express Company's Messengers and United States Mail, for Henderson, Mt. Vernon, Uniontown, Shawneetown, Caseyville, Golconda, Smithland, Paducah, Metropolis, Cairo, and all other points on the Lower Ohio, making a

**RELIABLE**  
**DAILY MAIL AND EXPRESS LINE.**  
Runnings as follows:  
The elegant and fleet Steamer  
**CHARMER,**  
W. A. LOWME, Master, J. D. FOWLER, Clerk,  
Leaves Evansville every MONDAY and THURSDAY, at 3 p.m.  
The splendid side-wheel Steamer  
**ARMADA,**  
H. T. DEXTER, Master, W. M. DUNN, Clerk,  
Leaves Evansville every WEDNESDAY and SATURDAY, at 3 p.m.

The elegant and light-draught  
**SAM ORR,**  
DUNCAN, Master, SORENSON, Clerk,  
Leaves Evansville every TUESDAY and FRIDAY, at 3 p.m.  
LEAVE CAIRO DAILY on arrival of train.

These boats have been refitted entire, and are now in first-rate order for the accommodation of passengers.  
Freights received at all hours, by  
JUL 2 HUSTON & CO.,  
COX & HUMPHREY,  
R. K. DUNKERSON & CO., Agents.

**OLD RELIABLE**  
**U.S. MAIL LINE**  
FOR  
Owensboro, Cammerton, and Louisville.

The new and elegant Passenger Steamer  
**MORNING STAR,**  
J. E. DOLLS, Master;  
AL D. WARREN, Clerk;  
Leaves EVANSVILLE EVERY  
MONDAY, at 10 a.m.; and  
THURSDAY, at 6 p.m.

The magnificent side-wheel Steamer  
**TARASCON,**  
GILMORE, Master;  
JOHN OUBRECHER, Clerk;  
Leaves EVANSVILLE EVERY  
WEDNESDAY, at 6 p.m.; and  
SATURDAY, at 6 p.m.

The elegant and fleet  
**ROSE HITE,**  
A. BALLARD, Master;  
GEORGE PATTERSON, Clerk;  
Leaves EVANSVILLE EVERY  
TUESDAY, at 6 p.m.; and  
FRIDAY, at 6 p.m.

These boats have been refitted and refurnished throughout, and are now in first-rate order for the accommodation of the public.  
Freights received at all times, free of charge, and all information furnished by  
COX & HUMPHREY, and  
R. K. DUNKERSON & CO., Agents,  
may 10 dtf

**Daily Henderson Packet.**  
The fine Steamer  
**News Boy.**  
C. G. PERKINS, Master;  
Will leave promptly as above, daily, at 3 o'clock, p.m.  
Freights received at all hours at the Mammoth Wharfboat.  
R. K. DUNKERSON & CO., Agents.  
nov12dtf

**Regular Evansville, Paducah, and Eastport Packet.**  
The fleet and elegant Packet  
**Phantom,**  
R. HODGE BROWN, Master;  
TOM WILSON, Clerk;  
Will run as a regular packet between Evansville and Eastport, Miss.  
Leaves Evansville every Friday at 4 p.m.  
Leaves Paducah every Saturday at 10 a.m.

Returning,  
Leaves Eastport every Monday at 12 m.  
Leaves Paducah every Wednesday at 5 a.m.  
Arrives at Evansville every Thursday at 1 a.m.  
For freight or passage apply on board, or to  
COX & HUMPHREY, Agents.  
oct15dtf

**Regular Green River Packet.**  
The new Steamer  
**ADA LYON,**  
ALF. H. EDWARDS, Commander,  
Will leave Evansville every WEDNESDAY and SATURDAY, at 4 o'clock, p.m., for Woodbury and all way places.  
The Ada Lyon has splendid two-fused boilers.  
For freight or passage apply on board, may 12 dtf

## RIVER NEWS.

**STEAMBOAT PRINTING.**  
No printing establishment in the West has better facilities or greater ability for doing the Steamboat Printing. Our assortment of Job Type, though very large and complete, is constantly being added to, and our job department is under the personal supervision of one of the best job printers in the United States. We are prepared to print Posters, plain or fancy, Bill Heads, Bills of Fare, Mates' Tickets for Labor, &c., &c. Orders left with either of the wharf-boats will be promptly attended to.

**Weather and Water.**  
CINCINNATI, Dec. 27.—1 p.m.—River risen 19 inches, with now 21 feet 7 inches in the channel. Thermometer 10° above zero; it was down to 9° about zero early this morning, and down to zero outside the city.

The weather yesterday was clear and bright, but very cold, the mercury standing at 17° above zero at six o'clock yesterday morning. The river has fallen two or three inches since Wednesday night, and if this cold weather continues, we presume it will continue to recede. The Cumberland is falling, with seven feet on Harpeth Shoals.

**Arrivals and Departures.**  
The arrivals and departures since three o'clock yesterday up to three o'clock yesterday include the Louisiana, New Orleans to Louisville; Importer, St. Louis to Pittsburgh; Quickstep and Charmer, Cairo and return; Plain City, Bowling-Green to Louisville; Newboy, Henderson and return; Morning Star, Louisville and return.

**Boats Due.**  
Among the first boats due here are the Havana, for Nashville; Shamrock, to St. Louis; Rebecca, from Nashville; Robert Burns, for Memphis; Messenger, Amazon, P. W. Strader, Wild Wagoner, Stoneville, and Osceola, for New Orleans; Louisville and Westmoreland, from New Orleans; Sam, Orr, from Cairo; Rose Hite, from Louisville; William, White, from Green River; J. P. Webb and Clinton, from Memphis.

**Miscellaneous.**  
The Louisiana passed up Wednesday evening with an excellent trip, mostly cotton. The Imperator, not the Jim Porter, as our compositor made us say, passed up Wednesday night, pretty light. The Quickstep departed from Cairo at 10 o'clock yesterday morning, having made the run in twenty-five hours. She had three hogheads of tobacco and four barrels of whiskey for reshipment.

The Armada had a big trip going down, and coming back with full load, including one hundred bales of cotton, and a quantity of miscellaneous freight. She returned to Cairo last night. The Quickstep left at 2 1/2 o'clock, and went howling.

**Boats Leaving To-Day.**  
FOR CAIRO.—The grand Armada will leave for Cairo and all way ports. She has no rival in speed, safety or comfort. Her tables are famous for excellence throughout the land, and her officers are deservedly popular and proverbially careful. As there will be no opposition to-day, passengers will incur no danger by going on the grand Armada. Billy Dunn is the courteous clerk.

FOR LOUISVILLE.—Capt. Ballard's beautiful pet, the Rose Hite, is the regular packet for Louisville this evening, and has elegant accommodations for passengers. Capt. Ballard is one of the oldest, as he is one of the most affable commanders on the river, while Geo. Patterson and Jesse Jackson are unsurpassed in their courteous attentions to passengers and shippers.

FOR HENDERSON.—The popular and regular Newboy leaves for Henderson at the usual hour to-day. She has comfortable accommodations for passengers on a short voyage, and Capt. Perkins is especially courteous to passengers.

**Cleanings from Our Exchanges.**  
The Evansville Courier says:  
We were pleased to learn, last evening, of the formation of the Green River Packet Company. Capt. Alf. Edwards sold three-fourths of his interest in the Charley Vanmeter, of Bowling Green; Daniels, of Cromwell, and Graham, of South Carrollton. The combination will necessitate the withdrawal of the Louisville and Green River boat, Plain City.

Possibly it may necessitate the Ada Lyon to seek some other trade, or rather eventuate in having two Louisville packets, the Plain City and Ada Lyon.

Merchants, planters and the people generally in and around Paducah, favor the establishment of a permanent packet line between that port and Louisville. It is a good and growing trade, and instead of the Cairo and Paducah packets making Evansville their terminus, they should extend their trips through to Louisville.

A branch railroad is in contemplation from Henderson to the Nashville railroad, and we think it would be to the interest of the lower Ohio mail line to form connection with packets to ply from Henderson to Paducah.

The Quickstep, that is now plying as an independent packet between Evansville and Cairo, could make it profitable to connect at Henderson with the Louisville packets, giving through bills of lading at the regular packet rates.—Louisville Courier.

From the above it is manifest that Louisville, or at least the Louisville Courier, is worried about the commercial and maritime prosperity of Evansville. The Ada Lyon will not be necessitated to seek another trade as long as the Plain City continues to carry such graveyard trips as heretofore. Nor would a line of Paducah and Louisville packets be any more profitable to the merchants of Louisville. Trade, like water, seeks its own level. The Louisville and Henderson Packets have quite as good a connection at Evansville as a connection with the Quickstep at Henderson would be, and perhaps a little better. You had better draw off your Green River and Tennessee River boats and start a line between Louisville and Salt River, or Harrod's Creek, Charleston Landing, and Beth

lehem. They would be quite as profitable to you.

**NASHVILLE.**—The Union and Dispatch, of Tuesday, says:

The river was falling rapidly yesterday with about nine feet water on Harpeth Shoals. The weather last night indicated rain.

The Tyrone arrived from Cairo, and departed for the same port. The Dora arrived to-day from St. Louis, and will depart to-day on her return trip. The Rebecca arrived in port, Sunday night, from Cincinnati, heavily loaded. She will leave to-morrow.

The St. Louis papers furnish the following particulars of the sinking of the Grey Eagle on Wednesday of last week:

**SINKING OF THE GREY EAGLE.**—The stern-wheel tow-boat Grey Eagle, recently purchased by Capt. O. C. McGee, of Memphis, for \$3,500, was sunk at 4 o'clock on Wednesday afternoon by striking the sunken hull of the Imperial, about abreast of the city. The Grey Eagle had been out of the docks for repairs, and was thence steaming up town to receive her outfit to go to Memphis, when the collision took place, and in ten minutes her lower deck was three feet under water. There were seven persons on board, who were taken off by a skiff sent from shore. The bow of the Grey Eagle was left six feet under water, and the stern just out of the water. The hull can doubtless be raised and saved, but it is thought the bottom is about torn off. Capt. Postal was on board, and in charge at the time.

**MEMPHIS.**—The Appeal, of Sunday, says: The weather yesterday continued like that of its predecessor—fine and pleasant throughout. Business on the landing appeared to be more animated. There was an unusual number of packets departed with good trips. The Ohio is rising all the way down. The Mississippi at St. Louis is about on a stand, and is falling fast here.

**NEW ORLEANS.**—The Times, of Sunday, says: The weather yesterday continued like that of its predecessor—fine and pleasant throughout. Business on the landing appeared to be more animated. There was an unusual number of packets departed with good trips. The Ohio is rising all the way down. The Mississippi at St. Louis is about on a stand, and is falling fast here.

There were but few arrivals, among which we notice the steamer Mary E. Forth, from St. Louis, New Orleans, and National from Red River. The two latter steamers brought in very good trips of cotton, and were detained from leaving again yesterday as a result of the New Orleans strike. The Mary E. Forth, however, tried hard to get her freight on board, but the scarcity of labor prevented her.

As the fashion was backing out from the wharf, we noticed a white gig, belonging to a gambler lying out, as the steamers pulled out to the fashion in order to get the gig, containing four women and a first lieutenant, started from the shore for the fashion, which packet at the time was already up and under way, and commenced moving on her course; the gig, with the above given number in it, ran into the gunwale of the fashion, getting her bows under the stern of the fashion, which predicament there was no salvation other than abandoning it, which was done instantly, the four women being the first to jump on board the fashion, and a first lieutenant, being in the stern sheets, barely had time to jump out before it went under the wheel of the fashion, and commenced moving on her course; the gig, with the above given number in it, ran into the gunwale of the fashion, getting her bows under the stern of the fashion, which predicament there was no salvation other than abandoning it, which was done instantly, the four women being the first to jump on board the fashion, and a first lieutenant, being in the stern sheets, barely had time to jump out before it went under the wheel of the fashion, and commenced moving on her course; 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